



City of Seattle

Mike McGinn, Mayor

Seattle Freight Advisory Board

Warren Aakervik, Chair

Linda Anderson

Bari Bookout

Katherine Casseday

Anne Goodchild

Terry Finn

David Mendoza

Mike Sheehan

Rob Smith

Cameron Williams

The Seattle Freight
Advisory Board shall
advise the City Council,
the Mayor, and all
departments and offices
of the City in
development of a
functional and efficient
freight system and on all
matters related to freight
and the impact that
actions by the City may
have upon the freight
environment.

City Council Resolution
31243

Seattle Freight Advisory Board Meeting Minutes

Date/Time: April 16, 2013 / 9:30 a.m.

Location: Seattle City Hall, L280

Members Present: Warren Aakervik, Linda Anderson, Christine Wolf (for Bari Bookout), Katherine Casseday, Mike Sheehan, and Rob Smith were present.

Guests Present: Thomas Noyes (WSDOT), Don Brubeck (West Seattle Bike Connections), Dan Graynski (Fehr & Peers), Tim Hillis (Charlie's Produce), Jared Moore (Jacobs Engineering), Tim Bevan (CH2M Hill/Halcrow Freight and Logistics), Pat Conn (Pacific Terminals), Nicole Tucker (Pacific Terminals), and Eugene Wasserman (North Seattle Industrial Association).

City Staff Present: Tracy Krawczyk, Kristen Simpson, Steve Pearce, Mike Johnson, Michael James (all SDOT), Patrice Carroll (DPD).

1. Welcome and Introductions

Board members, City staff, and other attendees introduced themselves.

2. Public Comment

There was no public comment.

3. Approval of minutes

The February and March 2013 minutes were approved.

4. Chair's Report and Announcements

Warren asked for confirmation that the freight chapter is still in the Climate Action Plan (as presented at the February meeting). After the meeting, Tracy Morgenstern from the Office of Sustainability and the Environment confirmed that the freight chapter is still in the plan. A copy of the plan is available here:

http://www.seattle.gov/environment/climate_plan.htm.

Warren noted that board member Anne Goodchild contacted him about whether to remain on the board given her current travel schedule, which affects her ability to attend meetings. Anne was appointed by the Mayor so SDOT staff will follow up with the Mayor's office.

5. Seattle Department of Transportation Quarterly Director's Update

SDOT Director Peter Hahn described several current and upcoming efforts, including:

- **Industrial Area Freight Access:** SDOT will issue a Request for Qualifications in May for consultant assistance with this project. The project is funded through

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Web: www.seattle.gov/sfab/

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PSRC grant, with local funding from SDOT. A draft report is expected in the first quarter of 2014. The project will identify potential freight projects and will help inform the Freight Master Plan.

- Heavy Haul Network: The Port of Seattle is drafting a white paper that will identify permitting, funding and infrastructure issues with allowing heavier vehicles on certain routes.
- Alaskan Way Viaduct Project: The tunnel boring machine arrived in April and tunneling is expected to begin mid-year. The viaduct may be closed while the boring machine tunnels below the viaduct.
- Freight Master Plan: Peter confirmed that the intent is still to begin work on the Freight Master Plan later this year and that the funding for the plan will continue into 2014.

6. Waterfront Transportation Design

Steve Pearce and Mike Johnson (both SDOT) discussed four issues related to design of the Alaskan Way surface street with the board:

- Access to the piers will be at mid-block, with right-in/right-out access.
- Bicycles will be accommodated in a two-way cycle track on the west side of the corridor.
- The current plan is for transit serving areas to the southwest to access downtown via a two-way Columbia Street.
- Options for local transit service along the waterfront are being discussed. A draft report will be available in May.

Their presentation is available at:

<http://www.seattle.gov/sfab/meetingpresentations.htm>.

Comments and questions from the board included:

Q: Will people be able to walk out into the street mid-block?

A: This area will be much like the rest of downtown in terms of where people can cross.

Q: Is the 8-foot parking lane shown in the presentation wide enough for trucks?

A: The cross-section has been revised since the drawing was made and the parking lane is more likely to be 10 feet wide.

Q: In addition to the pier access, are other changes to truck access planned?

A: There are no other changes to local or regional truck access proposed compared to the 2012 Concept Design. We will need to work with property owners on the east side of Alaskan Way as the design progresses to provide truck access, which may take the form of curbside truck loading zones.

Q: Will the turn from Alaskan Way to Columbia Street accommodate bus turns and what are the modeled volumes for Alaskan Way at Columbia?

A: Yes, the intersection will be designed to accommodate bus turns. The modeled volume is 35,000 vehicles per day.

Q: Could the flex lanes shown along Alaskan Way accommodate trucks as well as buses?

A: This might be possible. With transit stopping in-lane and right turns allowed from the transit lane, trucks might prefer to travel with general purpose traffic.

Q: Why are the transit stops shown on the far side of the intersection?

A: This helps keep passengers from crossing the street in front of the bus.

Q: Why can't transit serving the southwest use South Main and Washington streets in Pioneer Square instead of Columbia Street? Decisions about the transit path should be made in the larger context of transit and freight mobility.

A: Main and Washington are not arterial streets and would need to be rebuilt to accommodate transit traffic. In addition, the travel time would be longer and there would be urban design impacts. The Columbia routing serves Colman Dock, which is one of Seattle's three transit hubs.

Q: What about using different transit pathways for local and express trips?

A: Keeping local and express trips on same pathway serves passengers better and allows investments to be focused more narrowly.

Steve and Mike offered to come to the May freight board meeting to continue the discussion about local transit service on Alaskan Way.

7. Ballard to Interbay Land Use Corridor Study

Patrice Carroll from the Department of Planning and Development presented information about this study, which is designed to develop a vision for the lands close to this heavily travelled, multi-functional route. It will include proposals for any needed changes to the Comprehensive Plan or the Land Use Code to support the vision. Specific goals, to be finalized with stakeholder input, will address the following:

- Clarify the desired mix and balance of land uses.
- Assess the potential for development that leverages and supports transit investments.
- Identify opportunities for an improved public realm and placemaking.

The preliminary recommendations are available here:

<http://www.seattle.gov/dpd/planning/btirecommendations.pdf> and will be discussed at a public meeting on April 29, to which the board is encouraged to attend.

More information about the study is available here:

<http://www.seattle.gov/dpd/Planning/EnvisioningInterbay/Overview/default.asp>

Comments from the board included:

- Seattle needs to look at the big picture of freight and industry. If industry gets pushed out, where will it go?

- Land use decisions need to consider freight mobility. Retail uses may mean more traffic, which affects freight mobility. (Patrice noted that the Magnolia Bridge EIS will look at land use alternatives and their transportation impacts.)

8. Adjournment

The meeting adjourned at 11:40 am.